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3d ARRGp Hist, Oct-Dec 66

hoist/forest penetrator and flown to Bien Hoa AB.

Det 2-3-139(140)-14 Dec

(C) (GP-4) Orbiting HC-130 (Crown 2) reported that an F-105 had been shot down 43NM WSW of Hanoi and the wingman reported a good chute and beeper. Two Jolly Greens and four Sandys were launched and MIG CAP was provided the SAR Task Force. On arriving in the area the Sandies established voice contact with the pilot. At 1743 local Jolly Green 36 recovered the downed airman using the hoist forest penetrator. Surprisingly, no ground fire was experienced; however, both helicopters were fired upon at three different points enroute to recovery base. As the SARTF was in the process of returning to base from the above mission, Compress Control advised that an A-26 with three crewmembers aboard crashed SW of Dong Hoi. At 1927 local, Jolly Green 55 was instructed to overfly his recovery base and proceed to the crash scene. Crown 2 reported voice contact with one crewmember, beeper contact with the second and nothing with the third; however, three people were observed firing flares in the vicinity. At 2009 local time with the aid of a flare ship, Jolly Green 55 rescued the pilot of the A-26 after considerable difficulty. The delays encountered and difficulties experienced were apparently caused by the fact that the A-26 crew expended all of their flares prior to the arrival of the helicopter. No flares to fire coupled with the darkness made visual acquisition of the survivors difficult. The second crew member was finally located and recovered by Jolly Green 55 at 2059L; Jolly Green 55 was then forced to retire from the area due to low fuel state. A UH-1F helicopter made the third pickup at 2116L. No hostile fire was encountered although unfriendlies were in close proximity. This is believed to be one of the first night combat rescues in Southeast Asia.

Det 1-3-94-20 Dec

(U) SAR Objective: Two crew members of a US Army O-61 aircraft which crashed near the DMZ. Two HH-3E helicopters were launched along with Rescort A-1Es. Communication with the downed pilot was made through his survival radio (RT-10); the pilot fired a smoke flare as a signalling device and a hoist recovery was made by Jolly Greens using the forest penetrator thirty minutes after launch. The rescued pilot reported that after he ejected, he observed the aircraft going down into the ground. He reported that he saw no chute and did not think the other crewmember had a chance to get out of the aircraft. After a search of the immediate area around the crash site, the SAR mission was suspended because no additional sightings or leads were discovered. Survivor was flown to Dong Ha medical facility.

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Saigon (7AF)-- AIR FORCE RESCUE CREW-- Air Force Jolly Green Giant rescue crewmen catch their breath after rescuing a downed F-105 Thunderchief pilot 50 miles southwest of Hanoi recently. The F-105 was downed by enemy air action. The rescue was termed a "text book" operation although the pick-up area was defended by anti-aircraft fire and MIGs. Air Force rescue crewmen are (l. to r.). First Lieutenant Johnnie Hall, 25, of Crossville, Tenn., pilot; Captain James A. Hartwig, 30, of Hutchinson, Minn., aircraft commander; Airman First Class John W. Whisenhunt, 22, of Orangeburg, S.C. flight mechanic; Airman Second Class Franklin D. Stevson, 23, of Ossining N.Y. paramedic. (USAF PHOTO). 14 DEC 66

"Jolly Green Giants" Conduct Daring Rescue Near Hanoi

Picked up Capt Cowley 14 DEC 66

Siagon (7AF). Two Air Force A-1E pilots shielded a downed F-105 Thunderchief pilot's position 50 miles southwest of Hanoi near the Black River recently (Dec. 14) enabling a "Jolly Green" crew to effect a "text book" rescue.

The Thunderchief was downed by enemy air action. The Air Force jet, after flying through heavy flak had departed the target area, the Yen Vien railroad classification yard, when he was downed.

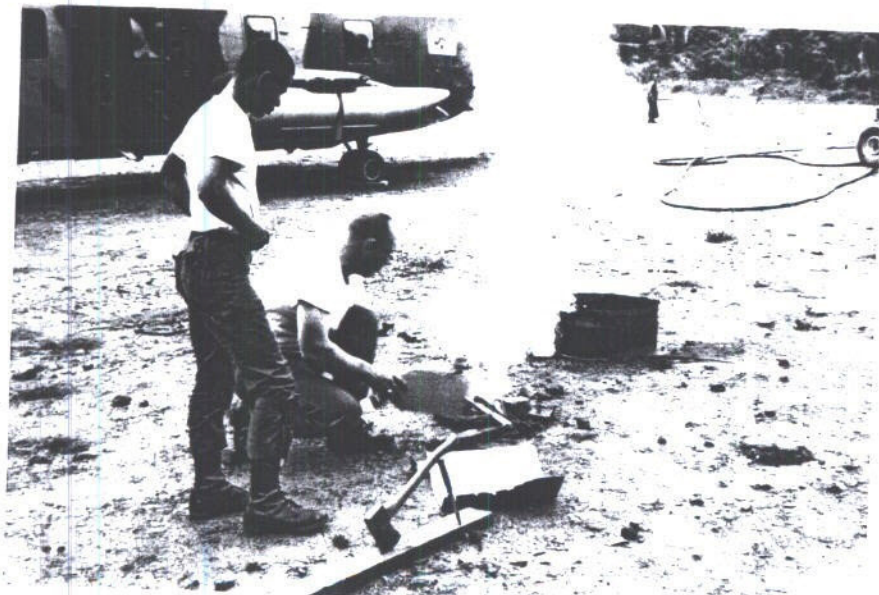
The A-1E Sandy pilot, orbiting in heavy flak and MIG country, managed to stave off enemy ground troops bent on capturing the pilot. The Sandy pilots were Air Force Captain Anthony J. Bartalo, 35, of Caledonia, N.Y., and Air Force Captain William D. Fuchlow, of El Paso, Tex.

The Sandies were first to reach the F-105 pilot's position. He had parachuted into a thick jungle 200.

300 yards from a large village. Small arms ground fire soon crackled around the downed pilot.

"We arrived in the area about 19 minutes after he went down," said Captain Bartalo. "He was in a favorable location. We managed to get the Jolly Green chopper in about an hour later. They spotted him immediately, hovered and picked him up in less than five minutes."

Air Force Captain James A. Hartwig, 30, of Hutchinson, Minn., commanded the Jolly Green rescue helicopter.



Pilot Plucked From Tree

S&S Vietnam Bureau

SAIGON — An Air Force captain was rescued by a Jolly Green Giant helicopter crew less than two hours after his F-105 Thunderchief fighter bomber was shot down by enemy ground fire in north Vietnam Tuesday.

"It was a storybook rescue and a beautiful job," said Capt. James S. Walbridge, of Williamsport, Pa., who bailed out of his disabled Thunderchief and was plucked from a tree in which he had been hanging from his parachute harness for an hour and a half.

Walbridge was rescued north of the Mu Gia Pass.

The Jolly Green Giant crewmen are assigned to the 2d Aerospace Rescue and Recovery Group at Tan Son Nhut AB.

Making the rescue were Capt. James Hartwig, Capt. Evan G. Thompson Jr., A1C John W. Hisehunt and A2C Franklin D. Stevson. The pickup was Stevson's eighth rescue.

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Ref 40073
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MISSION NARRATIVE JOLLY GREEN'S 36 AND 56 14 DEC 66

Msn. # 2-3-139

Jolly Green's 36 and 56 were scrambled at 0830Z from L-36 on Fosdick 3, no position given. Jolly Green's were airborne at 0835Z and instructed to proceed to the border. We received coordinates at 0845Z as 20°46'N 105°05'W. We joined Sandie's 3 and 4 20 miles across the border and were escorted in.

Sandie's 1 and 2 had proceeded directly to the area from orbit and located the pilot immediately. They reported ground fire, and also the area was heavily populated. The Sandie's suppressed the ground fire while awaiting the arrival of the Jolly Green's.

Jolly Green 36 arrived in the area at 0935Z. Sandy 1 made a pass over the pilots position and asked for smoke. The pilot set off smoke and it was immediately spotted by the Helicopter Mechanic. Jolly Green 36 came to a hover and had the pilot on board in 3 minutes.

All aircraft departed the area at 0945Z. Sandy 1 as on scene commander ran an excellent mission. This undoubtedly made the mission proceed so fast and smoothly.

Excellent radio discipline was used by all aircraft.

Jolly Green's 36 and 56 landed at L-36 at 1045Z, refueled, launched at 1220Z and landed at Udorn at 1400Z.

Weather in the area was 7500 scattered 15 miles visibility.

JOLLY GREEN 36 (LOW BIRD)

RCC, Capt James A. Hartwig
RCCP, 1st Lt Johnnie H. Hall
HM, ALC John W. Whisenhunt
PJ, A2C Franklin D. Stevson

JOLLY GREEN 56 (HIGH BIRD)

RCC, Capt Robert L. Powell
RCCP, Capt Gilbert W. Hester
HM, ALC Robert G. Cotter
PJ, A2C William O. Brotton

DOWNGRADED
1/W AFR-205

James A. Hartwig
JAMES A. HARTWIG, Capt, USAF
Rescue Crew Commander

DOWNGRADED
1/W AFR-205-2

12 MAY 1970

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By Authority of GRS

By [Signature] (Date) 12 May 75

DOWNGRADED AT 3 YEARS INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

ARODC = 670004

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66-AD-1628

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Ref # 46093
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MISSION NARRATIVE, 6 DEC 1966

Msh # 2-3-137

94

Jolly Green 53 (low) and Jolly Green 05 (high) were standing alert at Lima Site 36 when we heard the development from Crown that a Nelson (F-4C) aircraft had possibly gone down. His latest known position was given as 8 miles west of Dien Bien Phu heading 240 degrees. Compress advised us to go on cockpit alert, we were then scrambled at 0345Z. Jolly Green 53 and Jolly Green 05 were airborne at 0350Z, weather at launch was 1400' (AGL) overcast, 15 miles visibility. We called in an ETA to the area of 0535Z and a Bingo time of 0630Z back to LS 36. Compress requested verification and we checked and revised our ETA to 0445Z and our Bingo time to 0700Z. The latest position was given as 310 degrees/73 of channel 97. At about 0400Z, Sandy 1 reported voice contact with one of the downed pilots and at 0415 reported a sighting on one pilot. He gave an updated position of 320 degrees/79 from channel 97. About 5 minutes later he reported he had voice contact with the second pilot, who was injured in the back and leg and unable to move. Coordinates of the pickup were 21 degrees 28'N 102 degrees 58'W.

Jolly Green 53 and Jolly Green 05 arrived in the area at 0440Z and Jolly Green 53 was directed by Sandy 1 to come on down. Weather in the pickup area was about 2000' (AGL) scattered with 15 miles visibility. Jolly Green 53 sighted Sandy 1 who was circling over the front seat pilot (LtCol Theodore W. Dyke, 11 TRS, Udorn). Sandy 1 told the survivor to pop a smoke flare which was sighted by Jolly Green 53's flight mechanic. I made one high speed pass over the survivor, jettisoned the external tanks and approached the survivor. The flight mechanic spotted the survivor, lowered the penetrator and had the first survivor in the helicopter in three minutes hover time. Jolly Green 53 immediately flew across the ridge to the reported area of the second survivor. Sandy 1 had located him, sighted him and directed Jolly Green 53 directly to him. As Jolly Green 53 came in to a hover, the rear seat pilot (Capt William R. Fannemel, 11 TRS, Udorn), he called that we were directly over him. The flight mechanic spotted him and started lowering the Stokes litter with the pararescueman in it down to the pilot. The pararescueman had some difficulty getting the survivor into the litter due to the slope of the hill, the nature of the man's injuries and his size. As he was arranging the survivor in the litter, securing him and preparing to enter the litter himself, Jolly Green 53 received fire from the right side and above (it was later determined). My first indication was a sort of white dust cloud in the cockpit and a couple of loud noises. Shortly after, I noticed the transmission oil pressure showed zero. I directed the flight mechanic to bring them up fast. At this time the first survivor was wounded in the hip and right leg by small arms fire. As soon as he reported they were clear of the ground, I started a vertical climb to clear the trees with the litter and move to a better area in case we had to set the aircraft down. As I climbed I noticed that the #2 engine oil pressure indicated zero also. The flight mechanic reported that the pararescueman was not in the litter, that he had dropped off. I reported this to Jolly Green 05 who said he would immediately get him. I moved out of the immediate area then slowed down to allow the flight mechanic to bring the survivor into the helicopter. As I decreased power, I noticed that my torque indicators remained at 95%, indicating failure of that indicating system. Since all my temperatures were remaining within limits, I believed that I had merely had the indication systems shot out and elected to continue to LS 36, the nearest doctor and medical facility. Sandy 3 and 4 escorted

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AFR-275-2

(Date) 12 MAY 1978

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DDO 01/1/78

ARODC #670005

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me as I remained below the clouds so I could land immediately in case my temperatures went up out of limits. The flight mechanic applied emergency first aid to the wounded pilot by placing pressure bandages on his wounds to stop the bleeding. He then reported he was unable to get the second survivor all the way into the aircraft by himself, so I sent the copilot to assist him. They got the man into the aircraft, closed the cargo door and attempted to make him more comfortable. The copilot returned to his position and the flight mechanic wrapped the second survivor in blankets and elevated the foot of the Stokes litter since the survivor was showing signs of shock. The flight mechanic continued administering to both survivors through the entire return trip, far beyond the capabilities expected of a flight mechanic. He was required to coax, comfort and restrain the second survivor from further injuring himself. Both survivors were reporting considerable pain and the second survivor was in extreme pain causing intermittent unconsciousness and attempts at violent delirium. The flight mechanic was successful in comforting and quieting both survivors until we reached Lima Site 20 where we were met by a doctor and two nurses who cared for them and prepared for immediate Air Evac by an Air America Caribou. Jolly Green 53 landed at LS 20 at 0620Z. We inspected the aircraft thoroughly inside and out and determined the only battle damage consisted of a small hole in the left side skin just forward the pararescue position and damage to wiring and destroyed switches in the pilot overhead circuit breaker panel rendering the previously mentioned indicating systems inoperative. We added minimum fuel to fly to Lima Site 98 and took off at 0855Z, landed at 0905Z. Radio discipline throughout the mission was excellent. Sandy 1 especially, did an outstanding job of communication with the downed pilots, extracting information and reassuring them of recovery. Crown 01, later replaced by Crown 02 did an outstanding job of coordination for Jolly Green 53 and relaying information to all agencies.

JOLLY GREEN 53 (Low)

RCC - Capt William H. Lloyd
RCCP - Capt Gilbert W. Hester
HM - SSgt Robert S. Riley
RS - A2C Robert D. Bowers

William H. Lloyd

WILLIAM H. LLOYD, Capt, USAF
Rescue Crew Commander

JOLLY GREEN 05 (High)

RCC - Capt Kenneth D. Murphy
RCCP - 1st Lt Douglas L. May
HM - SSgt Jack Picklesimer
RS - A2C Franklin A. Stevenson

DOWNGRADED AT 3 YEAR INTERVALS
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DOD DIR 5200.10

DOWNGRADED
14W AFR-205-2

12 MAY 1970

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CLASSIFICATION CANCELLED
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Almost Guests of North...

Paramedics Rescue Pilots Downed At Dien Bien Phu

SAIGON — Two Air Force paramedics braved heavy enemy gun fire near the North Vietnam village of Dien Bien Phu Dec. 6. They descended from "Jolly Green Giant" helicopters in connection with the dramatic rescue of two RF-4C Phantom pilots.

One reconnaissance pilot, the aircraft commander, had been quickly recovered but the back seat pilot was injured and required assistance.

Paramedic A2C Robert D. Bowers, 19, of Benton Harbor, Mich., descended from the first Jolly Green with a litter. The

medic secured the pilot for hoist, but was left aground when enemy gunfire raked and disabled his hovering chopper. The chopper hoisted the injured pilot aboard and withdrew from the area.

"I tried to get into the litter with the pilot but decided I couldn't hold on," Airman Bowers said he heard automatic fire from a nearby hill after the chopper left. He moved away from the area and hid in the brush.

"Everything was quiet for about 15 minutes. Then I heard whistling back and forth. There

was movement in the bushes. I covered myself up with leaves and just waited."

Airman Bowers was unaware that a pararescue man had later dropped from another Jolly Green to search for him. He was A2C Franklin D. Stevson, 21, Ossining, N.Y.

"I dropped about 20 yards away from where Airman Bowers had been lowered. As soon as I sent the penetrator back up to the helicopter the ridge I was facing seemed to open up with small arms fire. My Jolly Green was forced to take off," Airman Stevson said.

Airman Stevson lay face down until the ground fire subsided. Each time he arose to seek Airman Bowers, the gunfire opened up from the opposite ridge. "I made contact with the "Sandy" aircraft (A-1E Skyraiders) circling above and directed him to drop ordnance near the heavy gunfire."

The Sandys, Maj. Everett L. Thomas Jr., Belton, Tex.; Capt. John P. Tillander, Hampton, Va., and Capt. William D. Fuchlow, El Paso, Tex., made passes on the weapons site and stilled the gunfire.

Another Jolly Green, the third helicopter to enter the rescue operation, came in and spotted Airmen Stevson and Bowers. Airman Bowers was rescued first and a minute later Airman Stevson was hoisted to the chopper.

Airman Bowers had been down for two hours, Airman Stevson an hour-and-a-half.

The paramedics agreed that the whistles they heard were from enemy troops combing the jungle.



BACK FROM THE NORTH — Pararescue specialists A2C Robert D. Bowers of Benton Harbor, Mich. (left), and Franklin D. Stevson, Ossining, N.Y., have good reason for their smiles. They both spent almost two hours on the ground after the rescue of two reconnaissance pilots near Dien Bien Phu in North Vietnam. (U.S. Air Force Photo)

6 DEC 66 SAR

AF Rescue, Recovery Service Had Active, Productive Year

SAIGON — A large hook at the end of a 200-foot cable snakes its way through a dense jungle canopy. Minutes later, an American pilot is lifted to safety from North Vietnam by a Kaman HH-43 Huskie rescue helicopter.

A Grumman HU-16 Albatross lands in the sea off the coast of North Vietnam in the middle of geysers kicked up by artillery shells. Two men are quickly hoisted aboard and the lumbering amphibian shoots skyward with a jet-assisted takeoff.

Since Dec. 1, 1964 in Southeast Asia, these scenes or variations of them have taken place 522 times under combat conditions. Thus far (mid-December) 395 service men have been rescued during 1966.

The Aerospace Rescue and Recovery Service of the Military Airlift Command designates a save as one in which the serviceman, usually an air crewman, would have been killed or captured by the enemy, or who in the opinion of the doctor would have died if

the patient had not been brought immediately to the hospital by the rescue aircraft.

In addition to those 522 plucked from death or capture, ARRS has also saved 75 others in Southeast Asia under noncombat conditions.

Of the 597 combat and non-combat saves in Southeast Asia, 437 have been air crewmen.

Rescue and recovery is a dangerous business. The 3rd ARRS Group, headquartered here, and its two squadrons and 13 detachments spotted throughout Southeast Asia, are the most decorated outfits in the Vietnam war.

For men who are still with ARRS units, 1,223 awards and decorations have been made up to Dec. 7, 1966. No record is kept at ARRS Headquarters of those awards made to men who have been reassigned to other Air Force units.

Two men have been awarded Air Force Crosses. A1C William H. Pitsenbarger, a pararescue man who volunteered for a mission on a day off, was killed in action as he tried to help the wounded and fight the Viet Cong.

"Pits," just 21-years-old, had been lowered from a Huskie helicopter to treat and evacuate wounded. Because the Viet Cong often and deliberately kill wounded men, he stayed with the Army squad to protect the injured. He was last seen calmly firing at the enemy.

the North Vietnam coast. It was hit by shells from shore batteries, set ablaze and was sinking.

Captain Price — severely wounded himself — helped one pilot into the water and the other into a helicopter sling. He then jumped into the water and floated until everyone else had been taken to an aircraft carrier. A helicopter then returned to pick him up.

Another man, MSgt. Charles P. Walther, has earned two Air-mens Medals for heroic action. The first time Sergeant Walther covered a magnesium bomb with sand — using only his hands. The bomb was too hot for standard fire-fighting foam to put out and could have set off fuel tanks and bombs in aircraft along the flightline.

The second time Sergeant Walther kept alive a Vietnamese pilot whose plane had crashed off the end of the runway and had flipped upside down in a quicksand-like swamp.

The pilot could not escape and Sergeant Walther went up to his own neck in the mud keeping an air hole open to the pilot until help arrived.

The 38th ARRS Squadron was awarded the Presidential Unit Citation for heroic action in 1965.

ARRS uses four types of aircraft in Vietnam. The Lockheed C-130 Hercules is used as a communications and control ship. The HU-16 Albatross, the HH-43 helicopter, and the Sikorsky HH-3 amphibious heli-

DECORATED FOR BRAVERY — A2C Robert D. Bowers, 19, of Benton Harbor, Mich., receives the Silver Star for his rescue of two Air Force F-4C Phantom pilots in North Vietnam Dec. 6. The Jolly Green Giant paramedic braved heavy enemy ground fire for two hours while aiding the injured pilots near the Village of Dien Bien Phu. Presenting the medal is Lt. Gen. William W. Momyer, 7th Air Force commander.